

RESOLUTION NO: 09-011

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
RECOMMENDING THAT THE CITY COUNCIL APPROVE A
MITIGATED NEGATIVE DECLARATION FOR
GENERAL PLAN AMENDMENT 09-001, REZONE 09-001, PD 08-001, CUP 08-001
AND LOT LINE ADJUSTMENT 07-0293
NORTH END OF GOLDEN HILL ROAD, APN 025-435-005, 006 and 007
APPLICANT – PASO 160, LLC – MCCURDY
PASO ROBLES MOTORCOACH RESORT

WHEREAS, the Paso Robles Motorcoach Project consists of General Plan Amendment 09-001, Rezone 09-001, Planned Development 08-001, Conditional Use Permit 08-001 and Lot Line Adjustment 07- 093; and

WHEREAS, the project has been filed by North Coast Engineering on behalf of Paso 160, LLC to construct a 332 space RV resort on the 160 acre site located at the northern terminus of Golden Hill Road, North of Highway 46 East; and

WHEREAS, the 160 acre site is currently comprised of three parcels, the applicants are proposing to reconfigure the three parcels via Lot Line Adjustment 07-093, where Parcel 1 would be 58.8 acres, Parcel 2 would be 68.6 acres and Parcel 3 would be 21.4 acres; and

WHEREAS, General Plan Amendment 09-001 and Rezone 09-001 propose the following changes:

- **Parcels 1:** change the zoning designation from Residential Agriculture (RA) to Agriculture (AG) and retain the current AG land use designation;
- **Parcel 2:** amend the land use designation from Agriculture (AG) to Parks & Open Space (POS) and change the zoning designation from Residential Agriculture (RA) to Parks & Open Space (POS);
- **Parcels 3:** change the zoning designation from Residential Agriculture (RA) to Agriculture with a Planned Development Overlay (AG-PD) and retain the current AG land use designation;

WHEREAS, Planned Development 08-001 & Conditional Use Permit 08-001 proposes the following:

- **Parcel 1:** this parcel would be dedicated to the City for public use as Open Space;
- **Parcel 2:** establish the 332-space Paso Robles Motorcoach Resort;
- **Parcel 3:** use PD Overlay district to limit future uses to agricultural related uses such as winery, wine tasting and vineyards;

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared and circulated for public review and comment; and

WHEREAS, based on the information and analysis contained in the Initial Study, a determination has been made that the proposed Project qualifies for adoption of a Mitigated Negative Declaration; and

WHEREAS, an Initial Study was prepared for this project (Attached as Exhibit A) which concludes and proposes that a Mitigated Negative Declaration be approved; and

WHEREAS, Public Notice of the proposed Mitigated Negative Declaration was given as required by Section 21092 of the Public Resources Code; and

WHEREAS, based on the information contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds no substantial evidence that there would be a significant impact on the environment based on the Mitigation Agreement and mitigation measures; and

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, recommend that the City Council approve a Mitigated Negative Declaration for General Plan Amendment 09-001, Rezone 09-001, Planned Development 08-001, Conditional Use Permit 08-001 and Lot Line Adjustment 07-093 in accordance with the California Environmental Quality Act, subject to the mitigation measures outlined in Exhibit B Mitigation Summary.

PASSED AND ADOPTED THIS 24th day of February 2009, by the following roll call vote:

AYES: Nemeth, Holstine, Garcia, Gregory

NOES: Johnson


ABSENT: Peterson

ABSTAIN: Trench



RON JOHNSON, ACTING CHAIRMAN

ATTEST:



RON WHISENAND, PLANNING COMMISSION SECRETARY

**CITY OF PASO ROBLES – PLANNING DIVISION
INITIAL STUDY**

1. GENERAL PROJECT INFORMATION

PROJECT TITLE: Paso Robles Motorcoach Resort (GPA 09-001, RZ 09-001, PD 08-001, CUP 08-001, & PRAL 07-0293)

LEAD AGENCY: City of Paso Robles - 1000 Spring Street, Paso Robles, CA 93446

Contact: Darren Nash, Associate Planner
Telephone: (805) 237-3970

PROJECT LOCATION: Golden Hill Road north of Highway 46 (APN 025-435-005, 006 and 007)

PROJECT PROPONENT: Applicant: Paso 160, LLC- Doug McCurdy
P.O. Box 4964, Paso Robles, CA 93447
Representative: Larry Werner-North Coast Engineering

**LEAD AGENCY CONTACT/
INITIAL STUDY PREPARED BY:** Darren Nash, Associate Planner

Telephone: (805) 237-3970
Facsimile: (805) 237-3904
E-Mail: dnash@prcity.com

GENERAL PLAN DESIGNATION: Agriculture (AG)/Airport Overlay Zone 4 and Zone 3C

ZONING: Residential Agriculture Planned Development (RA PD)

2. PROJECT DESCRIPTION

Paso Robles Motorcoach Resort is proposing to create a resort of approximately 332 motorcoach sites on the 160.5 acre property. Through the use of a Lot Line Adjustment, the three existing parcels will be reconfigured to conform more appropriately to the topography, land forms and proposed future uses. Only one of the three parcels, Parcel 2, is proposed for development. Nearly two thirds (65%) of the project site is to be preserved as open space and for agricultural uses.

Parcel 1- Public Open Space-Huer Huero Creek

Proposed Parcel 1, consisting of 58.8 acres, encompasses the Huer Huero Creek and is proposed to be offered to the City for public use as Open Space. This parcel is currently zoned Residential Agriculture with a PD Overlay. The request is to rezone the property to Agriculture. The “residential” component of the current zoning is clearly in conflict with the Airport Land Use plan. The centerpiece of the natural environment of the site is the Huer Huero Creek. The proposed 58.8 acres of open space with hundreds of oaks will provide a unique and highly enjoyable environment for the visitors to the resort, as well as public access to Huer Huero Creek. Public access will be available on both sides of the creek through the offer of dedication for Golden Hill Road.

This parcel provides a number of potential public benefits for habitat protection, hiking, biking, horseback riding and an essential link in what someday could be a Huer Huero Creek Plan, similar to the Salinas River Plan, currently in progress. Additionally, being adjacent to current City owned property (the abandoned wastewater plant) the value to the community is enhanced. This parcel configuration, agricultural zoning, and

dedication to the City fulfills the expectations of the City's Purple Belt Policy by providing a buffer within the City limits.

Parcel 2- Motorcoach Resort

Proposed Parcel 2, consisting of 68.6 acres is subject to a General Plan Amendment to change the land use from Agriculture to Parks and Open Space. This parcel, located in the middle of the property, is the proposed site for the Motorcoach Resort. The 332 Motorcoach sites are limited to this parcel. Each site is designed to comfortably accommodate a motorcoach, an area to park a support/visitor vehicle and plenty of room for the occupants to enjoy their surroundings, barbequing, and relaxing. The sites range in size from approximately 3,000 sf to over 1/4 of an acre, with the average being in excess of 4,500 sf.

Trails and walkable roads connect the sites to a number of recreational and community areas including swimming pools, exercise facilities, common rooms, and gathering areas.

Parcel 3- Agriculture

Proposed Parcel 3, consisting of 21.4 acres, is located at the southerly end of the property adjacent to the Golden Hill Business Park. It is proposed to rezone this property from Residential Agriculture to Agriculture. It is intended that this parcel act as a buffer for the Motorcoach Resort from the business park to the south and from the neighbors to the west. A vineyard is proposed for this property to separate and enhance the entrance to the Resort. No development is planned for this parcel at this time. A restrictive covenant is proposed to be applied to this parcel to prohibit future land use changes such as rezoning to a different land use and to restrict the parcel to agriculturally zoned uses in perpetuity. Additional proposed land use restrictions on the property limit future allowed uses to less than those currently allowed in the Agriculture zone. This restriction would be recorded as constructive notice on the title for the property.

The owner is offering an access easement through this property to the Open Space parcel for City crews to access the creek for maintenance purposes.

Project Phasing Plan

The Paso Robles Motorcoach Resort will be constructed in phases, corresponding with the phasing plan. Phases will be developed in the sequence listed, with the potential of developing smaller increments in sub-phases or more than one phase occurring at the same time. Modification of the phase limits or the sequencing of phases would be approved by staff through the standard process.

Grading activities for the construction of the project will also be phased. Grading permits will be issued by the City of Paso Robles corresponding with the area of proposed disturbance. San Joaquin Kit Fox (SJKF) mitigation fees will be required for the same corresponding area of disturbance prior to issuance of the necessary grading permit. It will be the developer's option to pay SJKF mitigation fees for the entire project with the first phase of grading.

Offsite improvements shall include the construction of Golden Hill Road, between the southerly boundary line and the resort entrance, consistent with the Concept Plan included in the CUP plans. This portion of Golden Hill Road shall be completed and accepted by the City prior to issuance of occupancy for the first phase of the resort, or 48 sites. The balance of Golden Hill Road, to the southerly limit of the Huer-Huero bridge, will not be constructed with the resort, but the resort developer will pay in lieu fees to the City corresponding with the cost of constructing the road per the Concept Plan. A total cost for the construction of the remaining portion of Golden Hill Road will be determined and agreed upon by the City Engineer. The cost will be prorated by site, to be paid to the City as the resort is developed and occupancy is granted. The Huer-Huero bridge and the balance of Golden Hill Road north of the bridge are regional improvements, to be paid for through the City's AB1600 fee program. The Paso Robles Motorcoach Resort will pay traffic impact fees toward the construction of the future improvements with payment of development impact fees.

Environmental Analysis

The site is not currently in active agricultural production. The property does not have prime soils. Historical use of the site has been limited to grazing a small amount of cattle on the property. Remnants of past agricultural use include a 12x5 foot concrete pad, watering trough, circular concrete pad for a water tank and a water pump. The site is otherwise undeveloped with site topography consisting of rolling hills densely vegetated with a mature blue oak forest. Valley oaks are also present near Huerhuero Creek. The total number of oak trees located on the project site is approaching 600. 336 of those trees are located within the general development area of the project and were surveyed into the plans. Of the 336 trees, 9 trees are proposed to be removed as a result of the construction of the extension of Golden Hill Road. 24 trees (5 are considered dead) are proposed to be removed for the development of the RV resort. Surrounding land uses include light industrial uses to the south, Huerhuero Creek and agriculture to the north and east, and rural residential development to the west.

The applicant has provided supplemental assessments as requested by the City for biology, oak trees, cultural resources, and traffic circulation. The site contains blue oak woodland, riparian habitat associated with Huerhuero Creek, and vernal pools that provide potential habitat for the federally listed endangered fairy shrimp. Nesting birds and sensitive plants also occur on the site. Bats, badgers, and western spadefoot toad may also occur on the site. The site is within the strategic section of the San Joaquin Kit Fox migration corridor. Golden eagles use the grasslands on the property for hunting and nest in oak trees on the property.

This initial study evaluates the potential environmental impacts of the proposed General Plan Amendment, Rezone and development plan. The development plan proposes a project that includes a 332-space luxury recreational vehicle vacation resort with health spa, tennis courts, swimming pool, jacuzzi, showers, and laundry facilities.

The site is within the Airport Overlay District and is subject to consistency with the Airport Land Use Plan (ALUP). The project site is required to include mitigation measures for consistency with the ALUP.

This project also includes the extension of Golden Hill Road to the north, this extension is consistent with the Circulation Element of the General Plan which calls for Golden Hill Road to extend and connect with Dry Creek Road. The construction of the road would be phased with the phasing of the project. Ultimately, a bridge will need to be constructed over the Huer Huero Creek to allow for the connection with Dry Creek Road.

3. OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED (For example, issuance of permits, financing approval, or participation agreement):

California Department of Fish and Game, US Fish and Wildlife Service, US Army Corps of Engineers, Regional Water Quality Control Board, and Caltrans.

4. EARLIER ENVIRONMENTAL ANALYSIS AND RELATED ENVIRONMENTAL DOCUMENTATION:

This Initial Study incorporates by reference the City of El Paso de Robles General Plan Environmental Impact Report (EIR) (SCH#2003011123).

5. CONTEXT OF ENVIRONMENTAL ANALYSIS FOR THE PROJECT:

This Initial Study relies on expert opinion supported by the facts, technical studies, and technical appendices of the City of El Paso de Robles General Plan EIR. These documents are incorporated herein by reference. They

provide substantial evidence to document the basis upon which the City has arrived at its environmental determination regarding various resources.

6. PURPOSES OF AN INITIAL STUDY

The purposes of an Initial Study for a Development Project Application are:

- A. To provide the City with sufficient information and analysis to use as the basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration for a site specific development project proposal;
- B. To enable the Applicant of a site specific development project proposal or the City as the lead agency to modify a project, mitigating adverse impacts before an Environmental Impact Report is required to be prepared, thereby enabling the proposed Project to qualify for issuance of a Negative Declaration or a Mitigated Negative Declaration;
- C. To facilitate environmental assessment early in the design of a project;
- D. To eliminate unnecessary EIRs;
- E. To explain the reasons for determining that potentially significant effects would not be significant;
- F. To determine if a previously prepared EIR could be used for the project;
- G. To assist in the preparation of an Environmental Impact Report if one is required; and
- H. To provide documentation of the factual basis for the finding of no significant effect as set forth in a Negative Declaration or a Mitigated Negative Declaration prepared for the a project.

7. EXPLANATION OF ANSWERS FOUND ON THE ENVIRONMENTAL CHECKLIST FORM

A. Scope of Environmental Review

This Initial Study evaluates potential impacts identified in the following checklist.

B. Evaluation of Environmental Impacts

- 1. A brief explanation is required for all answers to the questions presented on the following Environmental Checklist Form, except where the answer is that the proposed project will have “No Impact.” The “No Impact” answers are to be adequately supported by the information sources cited in the parentheses following each question or as otherwise explained in the introductory remarks. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors and/or general standards. The basis for the “No Impact” answers on the following Environmental Checklist Form is explained in further detail in this Initial Study in Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 10 (Context of Environmental Analysis for the Project).
- 2. All answers on the following Environmental Checklist Form must take into account the whole action involved with the project, including implementation. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. Mitigation Measures from Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). See Section 4 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 11 (Earlier Analysis and Background Materials) of this Initial Study.
6. References to the information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the Environmental Checklist Form. See Section 11 (Earlier Analysis and Related Environmental Documentation). Other sources used or individuals contacted are cited where appropriate.
7. The following Environmental Checklist Form generally is the same as the one contained in Title 14, California Code of Regulations, with some modifications to reflect the City’s needs and requirements.
8. Standard Conditions of Approval: The City imposes standard conditions of approval on Projects. These conditions are considered to be components of and/or modifications to the Project and some reduce or minimize environmental impacts to a level of insignificance. Because they are considered part of the Project, they have not been identified as mitigation measures. For the readers’ information, the standard conditions identified in this Initial Study are available for review at the Community Development Department.
9. Certification Statement: The statements made in this Initial Study and those made in the documents referenced herein present the data and information that are required to satisfy the provisions of the California Environmental Quality Act (CEQA) – Statutes and Guidelines, as well as the City’s Procedures for Implementing CEQA. Further, the facts, statements, information, and analysis presented are true and correct in accordance with standard business practices of qualified professionals with expertise in the development review process, including building, planning, and engineering.

8. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The proposed project may potentially affect the environmental factors checked below, and may involve at least one impact that is a “Potentially Significant Impact” or is “Potentially Significant Unless Mitigated,” if so indicated on the following Environmental Checklist Form (Pages 8 to.15)

- | | | |
|---|--|--|
| <input type="checkbox"/> Land Use & Planning | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population & Housing | <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Energy & Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water | <input checked="" type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

9. ENVIRONMENTAL DETERMINATION: On the basis of this initial evaluation: I find that:

The proposed project could not have a significant effect on the environment; and, therefore, a **NEGATIVE DECLARATION** will be prepared.

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared.

The proposed project may have a significant effect on the environment; and, therefore an **ENVIRONMENTAL IMPACT REPORT** is required.

The proposed project may have a significant effect(s) on the environment, but one or more effects (1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) have been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or is “potentially significant unless mitigated.”

Therefore, an **ENVIRONMENTAL IMPACT REPORT** is required, but it will analyze only the effect or effects that remain to be addressed.

Signature: _____

Date: _____

January 29, 2009

Darren Nash, Associate Planner

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the Proposal:

- a) Conflict with general plan designation or zoning?
(Sources: 1 & 8)

Discussion: The entire 160 acre property currently has a General Plan Land Use designation of Agriculture (AG) and a zoning designation of Residential Agriculture Planned Development (RA-PD). The property currently consists of three separate parcels.

The proposed project via a lot line adjustment would re-orient the parcels (Parcels 1, 2 & 3) in a manner that would better follow the existing topography and overall provide for the proposed project. Also necessary is the request to change the land use and zoning designation for the parcels as follows:

Parcel 1, 36 acres: retain the existing AG land use designation and change the zoning to Agriculture (AG) to be consistent with the land use. Parcel 1, which is the portion of the site that contains the Heur Huero Creek would be dedicated to the City as open space.

Parcel 2, 79.9 acres: would change the land use and zoning designation to Parks and Open Space (POS) to allow for the development of the 332-space luxury recreational vehicle vacation resort with health spa, tennis courts, swimming pool, jacuzzi, showers, and laundry facilities.

Parcel 3, 44.6 acres: retain the existing AG land use designation and change the zoning to Agriculture (AG). In conjunction with the rezone, by utilizing the Planned Development Overlay provided in the Zoning Code, future uses of Parcel 3 would be limited to agricultural related uses.

The City's General Plan and Land Use Map include the subject property in the Airport Overlay Designation (Zone 3A and Zone 4), which requires review of proposed General Plan or Zoning Amendments by the Airport Land Use Commission (ALUC) for a determination of consistency with the Airport Land Use Plan (ALUP). The City submitted the project description to the ALUC for consideration at their August 20, 2008 meeting, and the ALUC made the requisite finding of consistency.

With the conditions of approval along with any required environmental mitigation measures, conflict with the general plan or zoning designations with the development of the RV park will be less than significant.

- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?
(Sources: 1 & 3)

Discussion: As noted above, the project site includes an Airport Overlay (AP) and is therefore subject to special review by the Airport Land Use Commission for consistency with the Airport Land Use Plan (ALUP). The ALUC found the proposed GPA/RZ to be consistent with the ALUP on August 20, 2008.

The project applicants along with City Staff have had multiple meetings and correspondence with several agencies including the California Department of Fish and Game, US Fish and Wildlife Service, US Army Corps of Engineers and Regional Water Quality Control Board.

In order to address specific concerns from Department of Fish and Game and US Fish and Wildlife Service related to biological impacts, the project has been redesigned. It is anticipated that the most recent redesign will address the concerns from these agencies.

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Protection of biological resources including the Huerhuero Creek, vernal pools, wetlands, sensitive plants, and sensitive animals are discussed in Section VII - Biological Resources. The proposed project does not conflict with applicable environmental plans and policies.

- c) Be incompatible with existing land uses in the vicinity?
 (Sources: 1 & 3)

Discussion: The surrounding land use designations are Parks and Open Space to the southeast; Business Park to the south; Residential Agriculture Planned Development to the east and Public Facilities and Business Park to the north. Rural Residential development is located immediately west of the site in the jurisdiction of San Luis Obispo County. Existing uses adjacent to the project site include commercial/light industrial, low-density single-family homes, and open space/grazing.

Examples of permitted uses in Parks/Open Space zoning include agricultural uses and facilities, wholesale nurseries, wine-tasting rooms, convention centers, and public parks. Conditionally permitted uses in the POS zone include, but are not limited to, equestrian facilities, wineries, golf courses, ball fields, recreational vehicle parks, hotels, and motels. Conditionally permitted uses are uses that may be compatible and consistent with the specific zoning district but for which potential impacts that may result from specific uses can be addressed through implementation of conditions of approval applied to development. Commercial recreation and recreational vehicle parks are conditionally permitted uses in the proposed Parks and Open Space zone, would not be incompatible with surrounding land uses since it would allow for relatively low density uses and activities that would not affect the function of AG uses or industrial uses. Potential impacts to the low density residential area to the west can be addressed through site development design features such as setbacks, screening, light and noise control and other measures.

Additionally, to ensure compatibility of the proposed Paso Robles Motorcoach project, the applicants are proposing to re-designate Parcel 3 as Agriculture, anticipating vineyard/wine tasting type uses which would provide for a significant buffer area.

The potential compatibility issues from the proposed project, such as light, noise, and traffic, have been addressed through project specific mitigation measures and/or conditions of approval. Therefore, it is determined that designation and zoning of Parks and Open Space for the proposed General Plan amendment and rezoning, and Agriculture for Parcel 3, along with the development of the 332 space RV Resort, will result in less than significant impacts to existing uses in the project vicinity.

- d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible uses)?

Discussion: The General Plan EIR included an evaluation of the City’s agricultural resources, which indicates the underlying soil on this property is not prime, of statewide importance, or unique farmland. Historical and existing agricultural uses include cattle grazing on the project site, and there are vineyards north of the property. Use of the site for cattle grazing has been limited and not reliant on soils. Potential use of the site for this proposed project would not result in significant impacts to AG resources or operations.

Additionally, since the property is not considered to have prime soils and is in the vicinity of an existing residential neighborhood and industrial uses, agricultural uses such as farming may not be the best use of the site in terms of neighborhood compatibility.

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, the proposed amendments and development of the RV Resort project will result in less than significant impacts to agricultural resources or operations.

- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (Sources: 1 & 3)

Discussion: The project site is currently designated for agricultural production and located adjacent to other similar land use designations. The general plan amendment/rezone and will not disrupt or divide the established community. Additionally, the establishment of the RV Resort project would disrupt or divide the established community.

II. POPULATION AND HOUSING. Would the proposal:

- a) Cumulatively exceed official regional or local population projections? (Sources: 1 & 3)

Discussion: The proposed project does not include a residential component nor is it large enough to result in creating a significant number of new jobs that could affect cumulative population projections. The proposed GPA/RZ & RV Resort project will not cumulatively exceed local or regional population projections; therefore, the project will not result in significant impacts.

- b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? (Sources: 1 & 3)

Discussion: The GPA/rezone would change the land use category from Agriculture to Parks and Open Space, in an area adjacent to light industrial and residential uses. Developed areas northeast of the site within the City's sphere of influence include business park and airport uses. The development of the RV resort project will require extension of City services to the project site including water lines, sewer service, and the extension of Golden Hill Road north to Dry Creek Road. The City's Circulation Element of the General Plan identified and projected the extension of Golden Hill Road and evaluated it as part of the General Plan EIR.

Concurrent with the proposed project, there will be discussions and actions by the Planning Commission and ultimately by the City Council to determine the timing of Golden Hill Road and whether it will be extended entirely with this project or not.

However the extension of services that may occur as a result of the proposed GPA/rezone and the development of the RV resort project are not anticipated to induce substantial growth.

- c) Displace existing housing, especially affordable housing? (Sources: 1, 3, & 5)

Discussion: There is no housing currently existing on the project site, thus the project will not displace any

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing housing.

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

- a) Fault rupture? (Sources: 1, 2, & 3)

Discussion: The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan EIR, pg. 4.5-8. There are two known fault zones on either side of this valley. The Rinconada Fault system runs on the west side of the valley. The San Andreas Fault is on the east side of the valley and runs through the community of Parkfield east of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the California Building Codes to all new development within the City. Review of available information and examinations indicate that neither of these faults is active with respect to ground rupture in Paso Robles. Soils reports and structural engineering in accordance with local seismic influences may be necessary in conjunction with future development proposals. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant.

- b) Seismic ground shaking? (Sources: 1, 2, & 3)

Discussion: The City is located within an active earthquake area that could experience seismic ground shaking from the Rinconada and San Andreas Faults. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of future development projects including adequate structural design and not constructing over active or potentially active faults. Future structures will be constructed to current California Building codes.

- c) Seismic ground failure, including liquefaction? (Sources: 1, 2 & 3)

Discussion: Per the General Plan EIR, the project site is located in an area with soil conditions that have a low potential for liquefaction or other type of ground failure due to seismic events. No special considerations other than what would be required by ordinance or code are necessary.

- d) Seiche, tsunami, or volcanic hazard? (Sources: 1, 2, & 3)

- e) Landslides or Mudflows? (Sources: 1, 2, & 3)

Discussion: d. and e. The project site is not located near bodies of water or volcanic hazards, nor is the site located in an area subject to landslides. A portion of Huerhuero Creek is located on the project site, and future development would be set back and constructed to allow for flows from large storm events. The project has been designed in accordance with the Preliminary Biological Assessment (Althouse & Meade, December 2006, updated January 2008) prepared for the project, which identifies a 100-foot buffer from the edge of riparian resources (refer to Section VII Biological Resources). The proposed GPA/RZ along with the project is not anticipated to expose people to potential impacts from landslides or mudflows.

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 2, 3, & 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Subsidence of the land? (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expansive soils? (Sources: 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Unique geologic or physical features? (Sources: 1 & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: f-h. Per the General Plan EIR, the soil condition is not erosive or otherwise unstable. Expansive soils characteristics would be identified in association with future development proposals. No unique geologic or physical features are present that would be disturbed. As such, no significant impacts are anticipated. Standard erosion control measures, Low Impact Design requirements and building code requirements would be adequate to reduce potential environmental impacts of development to a less than significant level.

IV. WATER. Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people or property to water related hazards such as flooding? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: a –c:

Paso Robles Motorcoach Resort is proposing to create a resort of approximately 332 motorcoach spaces on the 160.5 acres. Through the use of a Lot Line Adjustment, the three existing parcels will be reconfigured to conform more appropriately to the topography, land forms and proposed future uses. Only one of the three parcels, Parcel 2, is proposed for development. Nearly two thirds (65%) of the project site is to be preserved as open space and for agricultural uses.

Proposed Parcel 2, consisting of 68.6 acres is subject to a General Plan Amendment to change the land use from Agriculture to Parks and Open Space. Each space is designed to comfortably accommodate a motorcoach, an area to park a support/visitor vehicle and allow for the occupants to remaining site area. The spaces range in size from approximately 3,000 sf to over 1/4 of an acre, with the average being in excess of 4,500 sf.

Trails and walkable roads connect the spaces to a number of recreational and community areas including swimming pools, exercise facilities, common rooms, and gathering areas.

The character of the project lends itself to the utilization of numerous low impact development techniques.

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant	Less Than Significant	No Impact
		Unless Mitigation Incorporated	Impact	

Larger sites, narrow roads and ample open space facilitate on-site storm water retention and ground water recharge. Impermeable area is limited to the roads, RV parking spaces and the community center pads. With the minimization of permeable surfaces and inclusion of infiltration areas on sites rainfall would be largely absorbed into the local aquifer or follow historic flow patterns to the Huer Huero Creek.

A majority of the sites employ individual onsite biofiltration and infiltration systems. Additionally, area-wide biofiltration and storm water detention areas are proposed. By capturing storm water on site, storm water quality will be addressed through natural filtration systems, opposed to more traditional techniques of collecting storm water in pipes and trying to treat it downstream.

Property owners in the Circle B neighborhood west of the proposed project site historically have had concerns and problems regarding storm water and flooding impacts to their properties. The Circle B area, developed in the County, is relatively flat. No comprehensive drainage system was incorporated with the development of these County properties. The proposed resort site is comprised of a relatively small portion of the total watershed area. Nevertheless, existing residents have expressed concerns about the existing conditions. Recognizing this, the approach to the site drainage design is to address those concerns. As proposed, the project design would meet or exceed the City Standards for the City of Paso Robles and be required to comply with the requirements of the Regional Water Quality Control Board. The focus of the drainage design would be to utilize low impact development design to reduce impacts downstream. Additionally, improvements to the existing termination of Golden Hill Road could improve existing localized flooding issues.

With the significant amount of permeable surfaces, along with the utilization of LID techniques proposed with the project, impacts to storm water in relation to surface water absorption rate, drainage pattern, and water quality will be less than significant.

- d) Changes in the amount of surface water in any water body? (Sources: 1, 3, & 7)

Discussion: d: Since the project is being designed to absorb storm water into on-site biofiltration areas that will allow the water to percolate into the local aquifer and not into a water body, changes in the amount of surface water in any water body will be less than significant.

- e) Changes in currents, or the course or direction of water movement? (Sources: 1, 3, & 7)

Discussion: e: As discussed above, the project will have minimal pervious surfaces and will be designed to incorporate LID techniques. There will not be changes in currents, or the course or direction of water movement.

- f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? (Sources: 1,3, & 7)

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: f: The proposed project would be connected to City water to provide potable water to each RV site, as well as water for the club houses, accessory buildings, and landscaping. RV parks are typically not high water users. The project landscaping is proposed to be drought tolerant. The area of the site where a majority of the grading is proposed is significantly higher in relation to the water table, and therefore impacts to the aquifer by cuts or excavation would be less than significant.

The site is designated in the general plan as Agriculture, with anticipation that the site would be used for Ag uses permitted in the zoning ordinance. A water usage analysis was prepared by North Coast Engineering that compared the water usage of agricultural activities such as if a vineyard was located on the site which is a typical agricultural use in the area. The water use projections for the RV Park are based on actual water use from an existing RV Park near the subject site. The calculation for the vineyard is based on an assumption of 80 acres of planted vineyards. The analysis indicates that the 332 space RV park would use approximately 11,096,808 gallons of water per year and the vineyard would use approximately 47,790,640 gallons per year. The analysis concludes that the vineyard would use four times the amount of water the RV resort would use. The analysis used for these calculations is attached as Exhibit G.

Therefore Impacts from the project versus what the property may otherwise likely be used for are less than what was anticipated with the General Plan and therefore would result in less than significant impacts on water resources. Additionally, the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability will be less than significant.

- g) Altered direction or rate of flow of groundwater?
 (Sources: 1, 3, & 7)

Discussion: g: This project will not alter the direction or rate of flow of ground water.

- h) Impacts to groundwater quality? (Sources: 1, 3, & 7)

Discussion:h: See discussion above for a-c regarding LID techniques.

- i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?
 (Sources: 1, 3, & 7)

Discussion: a – i: The change in zoning from Rural Agriculture to Parks and Open Space would allow for the RV Resort with a Conditional Use Permit. Generally, taking in consideration the water useage for the RV park and the fact that approximately 65-percent of the site will be preserved for open space, impacts to the availability of groundwater would be less than significant. Additionally, taking into consideration an alternative AG use such as vineyards, this project will not have significant demand on ground water.

V. AIR QUALITY. Would the proposal:

- a) Violate any air quality standard or contribute to an

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
existing or projected air quality violation? (Sources: 1, 3, & 7)		<input checked="" type="checkbox"/>		
b) Expose sensitive receptors to pollutants? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion a – d:

The resort project has been reviewed by the San Luis Obispo Air Pollution Control District. See the attached letter (Attachment C) from the APCD indicating the necessary mitigation measures for the construction and operation phases of the project to reduce emissions from this project to a less than significant level. The mitigation measures are described as follows:

APCD-1 Prior to any grading on the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption form must be filed with the District. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos (Air Toxics Control Measure) ACTM.

APCD-2 The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:

- a. Reduce the amount of the disturbed area where possible.
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
- c. All dirt stockpile areas should be sprayed daily as needed.
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities.
- e. Exposed ground areas that are to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant	Less Than Significant	No Impact
		Unless Mitigation Incorporated	Impact	

trucks and equipment leaving the site.

- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible

APCD-3 Construction Permit Requirements:

If portable equipment, 50 horsepower or greater, are used during construction, a California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the Districts CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50hp or greater;
- IC Engines;
- Concrete batch plants;
- Rock and pavement crushing;
- Tub grinders; and
- Trommel screens.

APCD-4 **Develop a comprehensive Construction Activity Management Plan** designed to minimize the amount of large construction equipment operating during any given time period. The plan should be submitted to the District for review and approval prior to the start of construction. The plans should include but not be limited to the following elements:

- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

APCD-5 **Standard NOx Control Measures for Construction Equipment**

The standard construction equipment mitigation measures for reducing nitrogen oxide (NOx) emissions are listed below and in section 6.3.1 of the Air Quality Handbook. **These measures are applicable to all projects where construction equipment will be used:**

- Maintain all construction equipment in proper tune according to manufacturer's specifications.
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- Maximize to the extent feasible, the use of on-road heavy-duty equipment and trucks that meet the ARB's 1998 or newer certification standard for on-road heavy-duty diesel engines.
- All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit.

APCD 6 **OPERATIONAL PHASE MITIGATION**

Greenhouse Gas Impacts and Mitigation

10 Environmental Checklist Form

	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant
	Unless Mitigation Incorporated	Unless Mitigation Incorporated	Unless Mitigation Incorporated	Unless Mitigation Incorporated
	Less Than Significant Impact	Less Than Significant Impact	Less Than Significant Impact	Less Than Significant Impact
ISSUES (and Supporting Information Sources):				No Impact

While California successfully passed Assembly Bill 32, California's Global Solutions Act of 2006, little guidance was provided to lead agencies regarding how to address greenhouse gas (GHG) impacts in the CEQA process. In the 2007 California legislative session, Senate Bill 97 was passed and required that the California Office of Planning and Research, by July 1, 2009, prepare and develop guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. As guidelines are not currently available, the APCD suggests that projects subject to CEQA should quantify project related GHG emissions and identify feasible mitigation.

The APCD staff considered the operational impact of this proposed development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. This indicated that operational phase impacts of the greenhouse gas known as carbon dioxide (CO2) will be approximately 7,277 pounds per day in the summer and 6,906 pounds per day in the winter. **While statewide/global thresholds have not yet been defined for GHG impacts, SLO County APCD recommends the implementation of feasible mitigation measures that minimize project related GHG impacts.** Examples of potential measures for this development include:

- Developments within Urban Reserve Lines with walking or bicycling access to nearby commercial and transit services thus reducing automobile dependence;
- Install on-site solar power infrastructure to offset grid-based power consumption;
- Provide low-speed neighborhood electric vehicles (NEVs) and charging stations for internal use by resort patrons;
- Include pedestrian amenities that provide improved connectivity to existing amenities;
- Securing shuttle services;
- Green building techniques such as:
 - Installing outdoor electrical outlets to encourage the use of electric appliances and tools;
 - Planting of native, drought resistant landscaping;
 - Use of locally or nearby produced building materials; and,
 - Use of renewable or reclaimed building materials.

Other measures suitable for GHG as well as ozone precursor mitigation are listed below in this comment letter.

Operational Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present at the site. Operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Portable generators and equipment with engines that 50 hp or greater;
- Electric generation plants or the use of standby generator; and
- Cogeneration facilities.

VI. TRANSPORTATION/CIRCULATION.

Would the proposal result in:

- a) Increased vehicle trips or traffic congestion?

10 Environmental Checklist Form

	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant
	Unless Mitigation Incorporated	Less Than Significant Impact		
ISSUES (and Supporting Information Sources):				No Impact

(Sources: 1, 3, & 7)

Discussion: A Traffic Study was prepared by Associated Traffic Engineers (ATE) in January 2008 (Attachment D) to study the traffic and circulation affects of the proposed RV Resort project at the north end of Golden Hill Road.

The City Engineer reviewed the traffic study and provided the following determinations and conclusions:

The traffic study dated January 11, 2008, is based primarily on information found in the study for the Regency Center produced in August, 2007. These studies indicate that all of the intersections along the Highway 46E corridor will deteriorate below acceptable levels as defined by the current circulation element of the General Plan.

The City is in the process of developing a new City-wide traffic model for the purposes of updating the circulation element. In addition to verification of current studies, the model will test the effectiveness of a series of road connections not currently included in the Circulation Element. These include parallel routes that may help mitigate impacts of City developments on highway 46E and improved access across the highway, most likely at Union Road.

The Motorcoach traffic study references the City's on-going studies and indicates that the applicant should participate in the projects that are recommended. Participation typically occurs through impact fees. In accordance with General Plan policy, the City Council will update the traffic mitigation fees in accordance with an updated Circulation Element. The applicant should be aware that mitigation fees are collected upon occupancy in the amount in effect at that time.

Larry Newland, Transportation Planning Branch Manager, South for Caltrans District 5, reviewed the traffic study for the project and submitted a letter (attachment D-2) concluding that the best way to mitigate this project, and other projects in this area of the City was for the City to collect appropriate traffic impact fees to fund improvements that will be needed. The specific mitigation requiring the applicant to pay traffic impact and other development impact fees will be applied to this project. See mitigation measure T-1, below.

Typically all development projects construct improvements to adjacent streets in accordance with the Circulation Element. In this case the Circulation Element provides for the extension of Golden Hill Road north to Dry Creek Road. A bridge over the Huer Huero is needed for this connection. The applicant has submitted a preliminary design for the northerly extension of Golden Hill Road. Due to topographic constraints and projected traffic demands the northerly extension of Golden Hill Road is designed as a two lane road with bike lanes. The road will be constructed in phases along with the resort development.

As a result of the implementation of the mitigation measures, the increase in traffic trips and congestion created by this project will be less than significant. The mitigation measures are included as follows:

T-1. The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.

T-2. Golden Hill Road shall be constructed in general conformance to the preliminary plans, plans approved by the City Engineer, and in accordance with the phasing plan proposed.

- b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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(e.g., farm equipment)? (Sources: 1, 3, & 7)

Discussion: The project has been designed to have an entrance road off of Golden Hill Road. RVs will enter and leave the project from the one main entrance/exit. The entrance/exit has been designed to intersect Golden Hill road in a relatively flat area that will have plenty of site distance from traffic traveling on Golden Hill Road. Additionally it is not anticipated that there will be any conflicts with the Circle B residents entering and exiting Circle B Road. Therefore, this project will not result in hazards to safety from design features or incompatible uses.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Inadequate emergency access or inadequate access to nearby uses? (Sources:1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: As mentioned above the main entry and exit for the site is the main driveway located at the south end of the project. There is a secondary emergency access proposed to be located about midway along the project frontage on Golden Hill Road. The plan has been reviewed and accepted by the Emergency Services Department and therefore this project will not result in inadequate emergency access or inadequate access to nearby uses.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Insufficient parking capacity on-site or off-site? (Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The parking necessary to meet the Zoning Code requirements has been designed into the project, therefore there will not be an impact.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Hazards or barriers for pedestrians or bicyclists? (Source: 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The improvements required for Golden Hill Road will include the construction of a bike path as well as sidewalk. The project will not create a hazard or barriers for pedestrians or bicyclists.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1 & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project will provide a private shuttle service for tenants of the RV park, but it will not necessitate the need to install a public bus stop. The project is not located on a current bus route.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Rail, waterborne or air traffic impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not adjacent to rail or waterway corridors and will have no impact. The project site is within the Paso Robles Airport Area though impacts to air traffic are not anticipated as a result of the project (Refer to Section IX Hazards for more discussion of potential airport impacts.)

VII.BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Endangered, threatened or rare species or their habitats | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(including but not limited to: plants, fish, insects, animals, and birds)?				
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Wetland habitat (e.g., marsh, riparian and vernal pool)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion a - e: The project site has six designated habitat types including annual grassland, blue oak woodland, riparian, ephemeral drainage, vernal pool, and seasonal wetland. The California Natural Diversity Database (CNDDDB) identified several sensitive species with the potential to occur within the project area. A Biology Report was prepared December 2006, which was updated January 2008, attached as Exhibit E (Althouse & Meade). Additionally, a floristic survey was conducted from May through July 2006 (Althouse & Meade) that identified 162 species of plants on the property including 110 native species, 52 introduced species, with one special-status plant (shinning navarretia [Navarretia nigelliformis ssp. radians]) mapped on the site. Other special-status botanical species with the potential to occur (but not identified) include: Salinas Valley goldfields (Lasthenia leptalea), round-leaved erodium (Erodium macrophyllum), Douglas' spineflower (Chorizanthe douglasii) Obispo Indian paintbrush (Castilleja densiflora obispoensis), and dwarf calycadenia (Calycadenia villosa).

More than 108 animal species, including 11 special status species, have the potential to occur on the project site. Site surveys in 2006 observed Golden eagle (Aquila chrysaetos) and documented active nesting onsite (2 adults and 1 juvenile). (Althouse & Meade). The Golden eagle is a fully protected species under the California Endangered Species Act (CESA), and they are federally protected.

Other zoological species with the potential to occur include pallid bat (Antrozous pallidus), burrowing owl (Athene cunicularia), vernal pool fairy shrimp (Branchinecta lynchi), white-tailed kite (Elanus leucurus), loggerhead shrike (Lanius ludovicianus), California linderiella (Linderiella occidentalis), western spadefoot toad (Spea hammondi), American badger (Taxidea taxus), and San Joaquin Kit Fox (SJKF) (Volpes macrotis mutica).

The property is within a strategic section of the SJKF migration corridor, therefore specific, unique project design and mitigation measures are incorporated into this project as recommended through consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG). The applicant modified the site development plan to reduce the area of impact to the San Joaquin Kit Fox habitat and migration corridor by reducing the proposed area to be developed and by increasing the width of the migration corridor by an additional 250 feet. Additionally, Althouse and Meade provided a supplemental letter (See Exhibit E-2) providing additional mitigation measures that would requires some on and off site improvements in addition to the standard kit fox mitigation measures.

There are no wetlands on the property or designated natural communities. Oak woodland and grassland are the prominent vegetation types on the property. Vernal pools, a sensitive natural community of local concern, are present on the property, however, after conducting vernal pool surveys it has been determined that they do not contain the federally protected Fairy Shrimp species.

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

The applicant has also consulted with the agencies regarding Golden Eagle nesting birds and associated regulations. Additional site construction and operational mitigations were submitted to protect them from potential impacts. The project biologist submitted detailed onsite mitigation strategies to avoid and reduce potential impacts to these species. These mitigation measures are provided below. The project is designed to avoid all the vernal pool locations and areas with floral species shining nararretia.

A & T Arborists prepared an Arborist Report for the project site, which includes an inventory and survey of all trees (blue oaks and valley oaks) on the property. The inventory documented approximately 336 oak trees are located within the development area of the project (approximately 600 are located on the total site). A total of 33 oak trees are proposed to be removed to accommodate this project and the extension of Golden Hill Road. Five of the trees are already dead, and most of the trees proposed to be removed are in poor to very poor health. The development will be required to mitigate the tree removals and replant new oak trees in compliance with the City's Oak Tree Ordinance. The Arborist report is provided in attachment C, and the oak tree mitigation measures are included below.

The proposed project will have impacts on biological resources, however, with the implementation of the following mitigation measures, biological impacts will be less than significant:

- BR-1. Avoidance and protection of vernal pools on the property.** Vernal pools shall be avoided and protected where possible. If listed fairy shrimp species are found in vernal pools on the property, the vernal pools shall be avoided and a 50-foot setback distance shall be observed for all activities. If rare species are not found and vernal pools cannot be avoided, a vernal pool mitigation plan shall be prepared by a qualified biologist that specifies creation of vernal pool habitat in kind at a one to one ratio within open space areas on the property.
- BR-2. Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources located on and near the property. Signs shall be placed on at least two sides of all vernal pools or vernal pool complexes that remain within the project open space areas. The signs shall provide general information about vernal pools in the Paso Robles region, including potential rare species that could be present.
- BR-3.** Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (dbh) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.
- BR-4.** An oak tree protection plan shall be prepared and approved by the City of Paso Robles.
- BR-5.** Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and trunk damage.
- BR-6.** Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.
- BR-7.** Replacement oaks for removed trees must be equivalent to 25% of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches dbh (30 total diameter inches), would be 7.5 inches (30" removed x 0.25 replacement factor). This requirement could be satisfied by planting five 1.5 inch trees, or three 2.5 inch trees, or any other combination totaling 7.5 inches. A minimum

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant	Less Than Significant Impact	No Impact

of two 24 inch box, 1.5 inch trees shall be required for each oak tree removed.

- BR-8.** Replacement trees should be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least 7 years. Replacement trees shall be of local origin, and of the same species as was impacted or removed.
- BR-9. Within one week of ground disturbance or tree removal/trimming activities,** if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect trees and grasslands shall not be conducted during the breeding season from March 15 to August 15. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of habitat disturbance. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. Construction activities shall observe a 300-foot buffer for occupied raptor nests. A 500-foot buffer shall be observed from occupied nests of all special status species (refer to BR-12 and BR-13). A pre-construction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements.
- BR-10.** To prevent disturbance to nesting eagles, if construction is planned between January 30th and August 15th, a pre-construction survey should be conducted to determine if eagles are present. If eagles are not present after March 15th, work could commence. If eagles are present on the nest, work within 500 feet of the occupied nest should be delayed until after either adult eagles have left the nest, or eagle chicks have fledged and are no longer dependant on the nest as determined by a qualified biologist. At the commencement of work, a qualified biologist should monitor the eagles. If commencement of construction disturbs the eagles, the qualified monitor would be authorized to stop construction activity within range of the nest that causes disturbance to the eagles. Work within that area could commence once the eagle chicks have fledged and are no longer dependant on the nest.
- BR-11. If the project design cannot avoid shining navarretia on the property,** a mitigation and monitoring plan shall be developed by the project biologist to replace lost navarretia habitat at a 1:1 ratio on-site. The mitigation plan will provide details on appropriate mitigation sites, seed collection and distribution methods, and maintenance and monitoring requirements.
- BR-12. Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources located on and near the property. Signage shall be placed on all sides of the rare plant occurrence, and shall have specific information about the plant and its ecology, including photographs.
- BR-13. All occupied nests shall be mapped using GPS or survey equipment.** The mapped locations shall be placed on a copy of the grading plans with a 500-foot buffer indicated. Work shall not be allowed within the 500 foot buffer while the nest is in use by eagles. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.
- BR-14. Occupied nests of special status bird species that are within 500 feet of project work areas** shall be monitored bi-monthly through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependant on the nest, work can commence.
- BR-15. Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the

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	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant
	Unless Mitigation Incorporated	Unless Mitigation Incorporated	Unless Mitigation Incorporated	Unless Mitigation Incorporated
ISSUES (and Supporting Information Sources):	Less Than Significant Impact	Less Than Significant Impact	Less Than Significant Impact	No Impact

Resort of the sensitive biological resources located on and near the property. If the golden eagle nest continues to be occupied seasonally at the time the Resort opens to the public, signs shall be placed on the hilltop to exclude entry within approximately 300 feet of the eagle nest.

BR-16. Prior to removal of any trees over 20 inches dbh, a survey shall be conducted by a qualified biologist to determine if any of the trees proposed for removal or trimming harbor sensitive bat species or maternal bat colonies. Maternal bat colonies may not be disturbed.

BR-17. The following supplemental measures for kit fox protection are from the December 17, 2008 letter from Dan Meade of Althouse and Meade, Inc. The following measures when employed on the site, would reduce potential impacts to the San Joaquin Kit Fox. The consideration of these additional measures and the substantial widening of the proposed open space corridor, adjustment of the offsite mitigation requirements may be appropriate. The reduction of the mitigation ratio for kit fox payments from four to one to three to one can be made with review and approval by the Department of Fish and Game.

1. Kit fox friendly fencing shall be incorporated into all fences on the property. For chain link, wildlife, no-climb, or other wire fences with openings, at ground level less than eight inches square, kit fox passages shall be made in the fences every 100 yards. Passsages shall be created by cutting wire and placing spreader bars to form a smooth 8-inch wide by 12-inch high, or as specified by the Endangered Species Recovery Program. In solid walls, an 8-inch diameter concrete pipe shall be placed at ground level in the wall every 100 yards.
2. Four SJKF escape dens and a chambered den shall be constructed as per guidelines provided in the Endangered Species Recovery Program. The precise location of each den shall be designated in the field by a qualified kit fox biologist.
3. BR-31. All pets on the property shall be kept on a leash at all times. Owners shall be required to clean up after their pets. Resort maintenance personnel shall conduct daily clean up on the property to remove pet waste.
4. BR 32. Lighting shall be shielded to prevent direct lighting of the riparian corridor. All lighting shall be directed down and shall be low intensity.
5. BR 33. Use of poisons including rodenticides on the property should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe labels and other restrictions, mandated by the U.S. Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent poison must be utilized, zinc phosphate should b used because of proven lower risk to kit fox. (U.S. Fish and Wildlife Service, 1999).
6. Quiet hours shall be observed after 10 pm every night to reduce disturbance. Generators will not be permitted to run at the resort at any time.
7. Speed limits. To avoid accidental injury to animals on the property a speed limit of 10 miles per hour shall be enforced on the property for all vehicles. Speed limits shall be posted at the entrance gate and throughout roadways on the property.
8. To enhance habitat for use by kit fox vegetation management shall be conducted on neighborhood properties, including the City sewer facility on the north bank of the Heur Heuro Creek adjacent to the Paso Robles Motorcoach Resort property. Work shall consist of removal of overgrown vegetation and removal of barrier fence when appropriate.
9. Neighborhood fencing improvements shall be conducted where fencing is a barrier to kit fox movement on properties adjacent to the Paso Robles Motorcoach property. Improvements will consist

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		Potentially Significant		
	Potentially Significant Impact	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUES (and Supporting Information Sources):				

of either replacement of fences with kit fox friendly fencing, or creation of kit fox passages in existing fences every 100 yards where feasible.

BR-18. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the County of San Luis Obispo, Department of Planning and Building, Environmental and Resource Management Division (County) (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:

- a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of **219.3 (73.1 disturbed area x3)** acres of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the County.

This mitigation alternative (a.) requires that all aspects of this program must be in place before County permit issuance or initiation of any ground disturbing activities.

- b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to “The Nature Conservancy”, would total **\$548,250**. This fee is calculated based on the current cost-per-unit of \$2500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the Department provides written notification about your mitigation options but prior to County permit issuance and initiation of any ground disturbing activities.

- c. Purchase **219.3** credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total **\$548,250**. This fee is calculated based on the current cost-per-credit of \$2500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of credits must be completed prior to County permit issuance and initiation of any ground disturbing activities.

BR-19. Prior to issuance of grading and/or construction permits, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following

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	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant
	Unless Mitigation Incorporated	Less Than Significant Impact		
ISSUES (and Supporting Information Sources):				No Impact

monitoring activities:

- i. **Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction**, the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.
- ii. **The qualified biologist shall conduct weekly site visits during site-disturbance activities** (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures BR-19 through BR-26. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason (see BR-19iii). When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.
- iii. **Prior to or during project activities**, if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFG for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, **before project activities commence**, the applicant must consult with the USFWS. The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

- iv. **In addition**, the qualified biologist shall implement the following measures:
 - 1. **Within 30 days prior to initiation of site disturbance and/or construction**, fenced exclusion zones shall be established around all known and potential kit fox dens. Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
 - Potential kit fox den: 50 feet
 - Known or active kit fox den: 100 feet
 - Kit fox pupping den: 150 feet
 - 2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
 - 3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.

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ISSUES (and Supporting Information Sources):	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant
	Unless Mitigation Incorporated	Less Than Significant	Less Than Significant	No Impact

Monitoring: Required prior to issuance of a grading and/or construction permit. Compliance will be verified by the City Planning Division.

- BR-20. Prior to issuance of grading and/or construction permits,** the applicant shall clearly delineate the following as a note on the project plans: *“Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox”*. Speed limit signs shall be installed on the project site **within 30 days prior to initiation of site disturbance and/or construction.**

- BR-21. During the site disturbance and/or construction phase,** grading and construction activities after dusk shall be prohibited unless coordinated through the City, during which additional kit fox mitigation measures may be required.

- BR-22. Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction,** all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox’s life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.

- BR-23. During the site-disturbance and/or construction phase,** to prevent entrapment of the San Joaquin kit fox, all excavations, steep-walled holes and trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.

- BR-24. During the site-disturbance and/or construction phase,** any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved. If necessary, the pipe may be moved only once to remove it from the path of activity, until the kit fox has escaped.

- BR-25. During the site-disturbance and/or construction phase,** all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of only in closed containers. These containers shall be regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.

- BR-26. Prior to, during and after the site-disturbance and/or construction phase,** use of pesticides or herbicides shall be in compliance with all local, State and Federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.

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	Potentially Significant	Potentially Significant	Potentially Significant	Potentially Significant
	Unless Mitigation Incorporated	Less Than Significant	Less Than Significant	No Impact
ISSUES (and Supporting Information Sources):	Impact			

BR-27. During the site-disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFG by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFG for care, analysis, or disposition.

BR-28. Prior to final inspection, or occupancy, whichever comes first, should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:

- i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.
- ii. If a more solid wire mesh fence is used, 8" x 12" openings near the ground shall be provided every 100 yards
- iii. Upon fence installation, the applicant shall notify the City to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines

Monitoring (San Joaquin Kit Fox Measures BR-18 to BR-26): Compliance will be verified by the City of Paso Robles, Planning Division in consultation with the California Department of Fish and Game. As applicable, each of these measures shall be included on construction plans.

BR-29. A pre-construction survey shall be conducted within thirty days of beginning work on the project to identify if badgers are using the site. The results of the survey shall be sent to the project manager, CDFG, and the City of Paso Robles.

If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire property, and shall examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope shall be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February and July. Between July 1 and February 1 all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are inactive and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the property during the pre-construction survey, the CDFG wildlife biologist for the area shall be contacted to review current allowable management practices.

VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:

- a) Conflict with adopted energy conservation plans?

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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(Sources: 1)

Discussion: The proposed project will not conflict with adopted energy conservation plans. The structures constructed on the site will be required to comply with California Energy Code.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Use non-renewable resources in a wasteful and inefficient manner? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not use or promote the use of non-renewable resource in a wasteful and inefficient manner.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (Sources: 1, 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located in an area of known mineral resources that would be of future value to the region and the residents of the State.

IX. HAZARDS. Would the proposal involve:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project does not include the use, transport, or storage of hazardous materials and will not result in a risk of accidental explosion or release of hazardous substances.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Possible interference with an emergency response plan or emergency evacuation plan? (Sources: 1 & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project will not interfere with an emergency response plan or emergency evacuation plan since it is not a designated emergency response location to be used for staging or other uses in an emergency.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c) The creation of any health hazard or potential hazards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: All projects in the Airport SubArea/Overlay, including policy and regulation modifications, must be consistent with the ALUP (Refer to ALUP Section 4.5). The majority of the site is located in Safety Zone 4 for outer approach and departure zones with a small portion of the site in Zone 3 for turning and sideline zones. Incorporation of the mitigation measures identified below will ensure compliance with the ALUP and reduce potentially significant effects of airport-related hazards to a less than significant level.

Hazard Mitigation Measures

H-1 – Airport and Aircraft Safety: Development of any new land use on the project site shall not create an undue

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ISSUES (and Supporting Information Sources):

Potentially Significant
 Potentially Significant Impact
 Unless Mitigation Incorporated
 Less Than Significant Impact
 No Impact

public safety risk from overflight of aircraft. The eastern portion of project site is in Airport Safety Zone 3 for turning and sideline zones and the western portion is Safety Zone 4 for outer approach and departure zones. All development plan, proposed use, or subdivision on the project site is subject to the nonresidential land use densities and open space requirements as provided in Chapter 4 of the Paso Robles ALUP which are excerpted below (Table 5, ALUP, 2007).

Handley Property Airport Safety Areas	Maximum Land Use Density (persons/acre)	Maximum Single Acre Land Use Density (persons/acre)	Maximum Percent Open Space (% gross area)
Safety Zone 3	60	120	25 ²
Safety Zone 4	40	120	20 ²

¹ No structures, congregations of equipment or vehicles, or public venues shall be located within 250 feet of any extended runway centerline and within 6000 feet of the corresponding runway end.

²When feasible, development should be planned in a manner that maintains maximum open space within 50 feet of any extended runway centerline.

H-2 - Airspace Protection: No object or structure may be erected, and no plant allowed to grow, to penetrate any “imaginary surface” as defined in Federal Aviation Regulations Part 77. Any proposed feature approaching these surfaces will be referred to the airport manager for review and recommendation. Building within the height limits of this specific plan will not approach the FAA imaginary surfaces.

H-3 - Operations Interference: No use shall be established which produces visually significant quantities of smoke.

H-4 - Bird Attractants: No use shall be established and no activity conducted which attracts birds to the extent of creating a significant hazard of bird strikes. Examples are outdoor storage or disposal of food or grain, or large, artificial water features. This provision is not intended to prevent enhancement or protection of existing wetlands, the mitigation of impacts to wetlands or construction of required detention basins.

H-5 Avigation Easements: At the time of subdivision development, avigation easements shall be recorded for each affected parcel in a form approved by the County of San Luis Obispo Airport Land Use Commission.

H-6 Real Estate Disclosure: All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area. The format of the disclosure shall be approved by the County of San Luis Obispo Airport Land Use Commission.

- d) Increased fire hazard in areas with flammable brush, grass, or trees?

Discussion: The project site is not located in an area with the potential for increased fire hazards. The site will be required to be in compliance with City and County brush and grass clearance requirements.

X. NOISE. Would the proposal result in:

- a) Increases in existing noise levels? (Sources: 1, 7, & 8)

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The project will not likely result in a significant increase in operational noise levels. The applicant will implement night time curfew hours for noise of 10pm. Construction activities may result in short-term construction noise; however, construction noise will be limited to specific daytime hours per City regulations.

- b) Exposure of people to severe noise levels? (Source: 3)

Discussion: The proposed project is not anticipated to expose people to severe noise levels. The RV Park is considered transient in nature and therefore not subject to special regulations regarding airport noise.

XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- a) Fire protection? (Sources: 1, 3, 6, & 7)
- b) Police Protection? (Sources: 1, 3, & 7)
- c) Schools? (Sources: 1, 3, & 7)
- d) Maintenance of public facilities, including roads? (Sources: 1, 3, & 7)
- e) Other governmental services? (Sources: 1,3, & 7)

Discussion: a.-e. The proposed project includes a General Plan Amendment (GPA) and zoning change from Agriculture to Park and Open Space (POS), along with the proposal to develop a 332 space RV Resort. It is not anticipated that this project will impact governmental services to a significant level.

XII. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- a) Power or natural gas? (Sources: 1, 3, & 7)
- b) Communication systems? (Sources: 1, 3, & 7)
- c) Local or regional water treatment or distribution facilities? (Sources: 1, 3, & 7)
- d) Sewer or septic tanks? (Sources: 1, 3, 7, & 8)
- e) Storm water drainage? (Sources: 1, 3, & 7)
- f) Solid waste disposal? (Sources: 1, 3, & 7)

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Local or regional water supplies? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: a.-g. The proposed project includes a General Plan Amendment (GPA) and zoning change from Agriculture to Park and Open Space (POS), along with the proposal to develop a 332 space RV Resort. The project will require extending utility services to the site including sewer and water service and others such as gas, power and cable TV. The project will be required to mitigate impacts in the form of facilities or development impact fees.

XIII. AESTHETICS. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Affect a scenic vista or scenic highway? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a demonstrable negative aesthetic effect? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion for a-b: Golden Hill Road is not considered scenic highway and this site would not be considered a scenic vista. However, the Circle B residences who live on large single family residential parcels to the east have voiced concerns with this project, mainly aesthetic visual concerns.

The designers of the project have taken particular care to design the project in an manner that places the RV spaces in areas of the site that are less visible from a public street and Circle B residences to the west. Additionally the project has been designed to have a decorative screen wall along with dense landscaping to further help screen the RVs from views of the Circle B properties.

Since the site is not located on a scenic highway of vista, and since the project has been designed to screen the views from the Circle B residential properties, the project would not have a demonstrable negative aesthetic effect.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Create light or glare? (Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Elevated light levels may be experienced on site as a result from this development on the project site, but all light fixtures will be shielded and downcast as required per city regulations.

XIV. CULTURAL RESOURCES. Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Disturb paleontological resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Disturb archaeological resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Affect historical resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Restrict existing religious or sacred uses within the | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUES (and Supporting Information Sources):				

potential impact area? (Sources: 1, 3, & 7)

Discussion: a. through e. No known paleontological resources are located in the vicinity. There are no known religious or sacred uses on or near the project site. The project is not proposed in a location where it could affect unique ethnic cultural values. The project site is located in the vicinity of known prehistoric and historic resources. A Phase I archaeological reconnaissance and a historical records search of the project site (Parker & Associates, May 14, 2006, attached as Exhibit F) did not identify the presence of significant prehistoric or intact historic resources. Evidence of historical agricultural uses included a foundation, wells, and irrigation materials. Since the project site is located along the Huer Huero Creek, potentially hidden or buried resources may be present; it is recommended that an archaeological monitor be present during initial grubbing/grading activities on the site. If buried remains or otherwise hidden resources are discovered during grading and excavation activities, additional standard mitigation measures would apply. Those mitigation are as follows:

Cultural Resources Mitigation Measures

CR-1: Prior to issuance of development permits, the applicant shall retain a qualified historic archaeologist to monitor initial grubbing and grading on the site and to develop a recovery program if necessary. The monitor shall have the authority to stop work in the event potentially significant cultural resources are discovered.

CR-2: In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:

- a. Construction activities shall cease, and the Community Development Director shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
- b. In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Community Development Director so that proper disposition may be accomplished.

XV.RECREATION. Would the proposal:

- a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Sources: 1, 3, & 7)

Discussion: The project is non-residential and will not affect the demand for parks and recreational facilities. The rezone would allow for potential future recreational facilities.

- b) Affect existing recreational opportunities? (Sources 1, 3, & 7)

Discussion: The proposed project would change the zoning from Agriculture to Parks and Open Space. The City's Parks and Recreation element states that lands within the floodplain Huerhuero Creek are potential sites for development of public park and passive recreational uses. The proposed GPA/rezone would allow for the development potential of future recreational projects and would not affect existing recreational opportunities.

XVI.MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant No Impact
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habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1 & 3)

Discussion: With the proposed conditions of approval along with required mitigation measures, the proposed project will not in itself degrade the quality of the environment or impact habitat or populations of listed plant animal species. Significant existing natural resources have been identified on the project site and mitigation measures are recommended to minimize potential impacts from the project to less than significant levels.

- b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (Sources: 1 & 3)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not likely have a potential to achieve short-term, to the disadvantage of long-term environmental goals.

- c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1 & 3)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not result in significant cumulative impacts.

- d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1 & 3)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not result in substantial adverse environmental impacts on human beings, either directly or indirectly.

11. EARLIER ANALYSIS AND BACKGROUND MATERIALS

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). The earlier documents that have been used in this Initial Study are listed below.

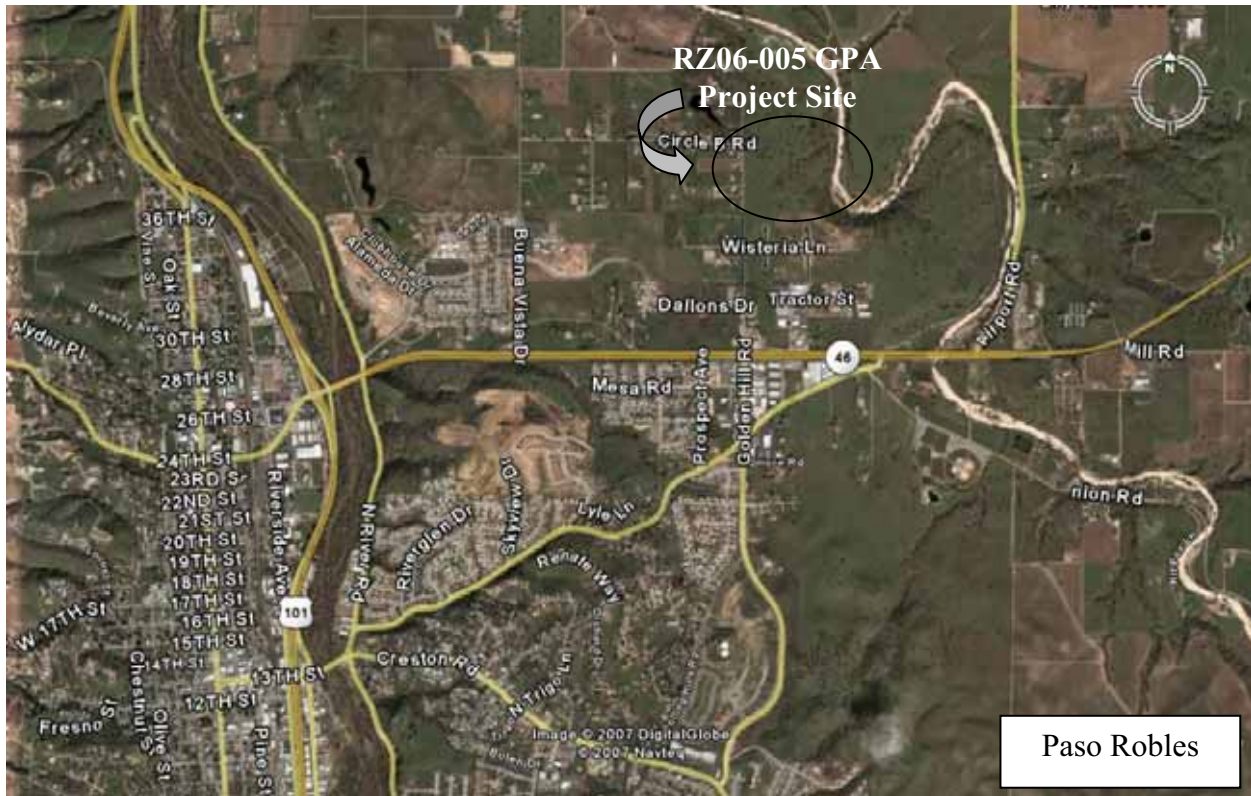
Reference Number	Document Title	Available for Review At
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
2	Seismic Safety Element for City of Paso Robles	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
3	Final Environmental Impact Report City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
4	Soil Survey of San Luis Obispo County, California Paso Robles Area	USDA-NRCS, 65 Main Street-Suite 108 Templeton, CA 93465
5	Uniform Building Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
6	City of Paso Robles Standard Conditions of Approval For New Development	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
7	City of Paso Robles Zoning Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
8	City of Paso Robles, Water Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
9	City of Paso Robles, Sewer Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
10	Federal Emergency Management Agency Flood Insurance Rate Map	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446

12. Attachments:

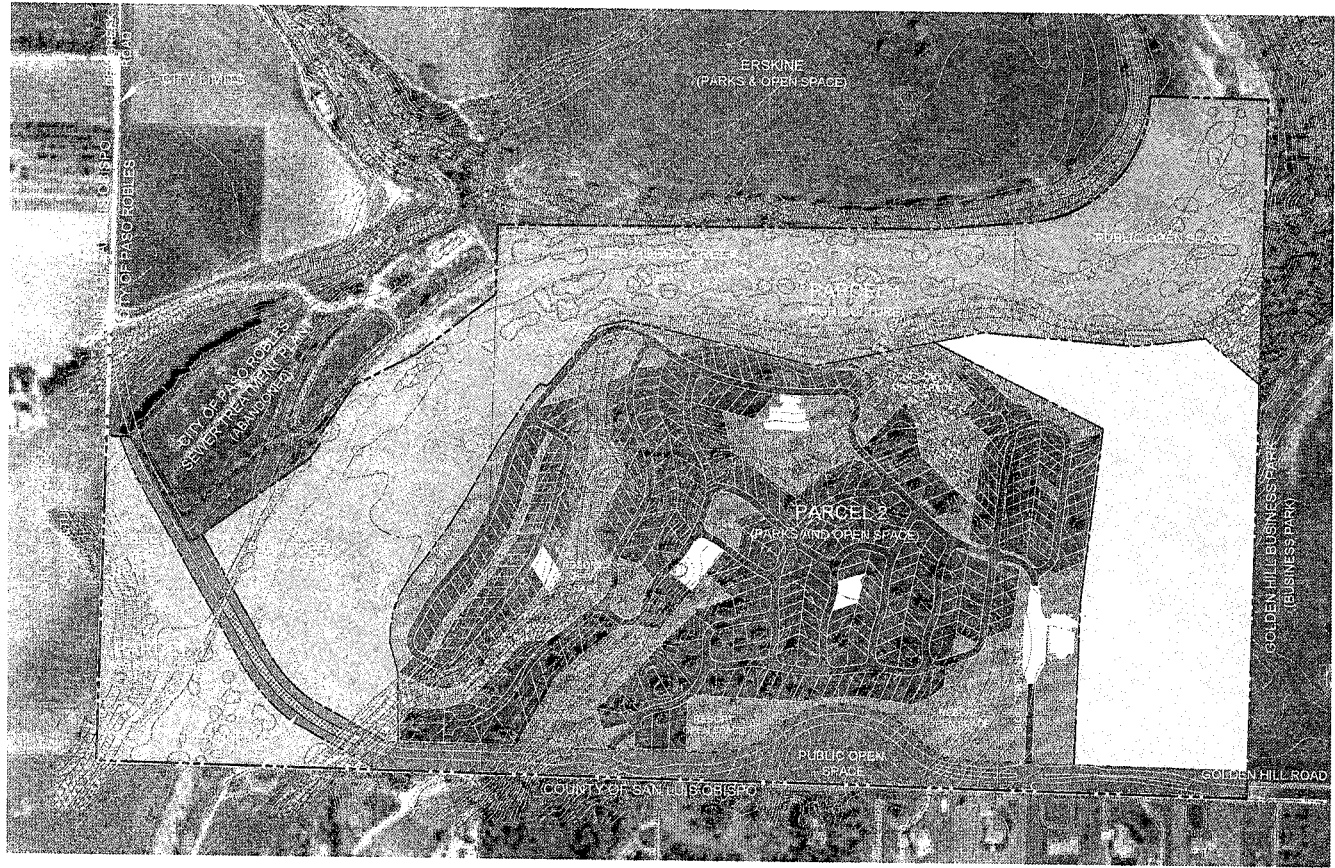
Exhibit A-1 – Vicinity Map
Exhibit A-2 – Site Plan
Exhibit A-3 – Creek Front Modification Map
Exhibit B – Mitigation Summary Table

The following Exhibits (C thru H) are available upon request in the Community Development Department as well as on the City website at www.prcity.com

Exhibit C – APCD Letter
Exhibit D-1 – Traffic and Circulation Study
Exhibit D-2 Letter from Larry Newland, Caltrans District 5
Exhibit E-1 – Preliminary Biological Assessment
Exhibit E-2 – Althouse & Meade Dec. 17, 2008 letter
Exhibit E-3 – Dry Season Sampling
Exhibit E-4 – Althouse & Meade Sept. 27, 2007 letter
Exhibit E-5 – Kit Fox Habitat Evaluation Form
Exhibit F - Arborist Report
Exhibit G - Cultural Resource Investigation
Exhibit H – Water Usage Analysis



Mundee General Plan Amendment and Rezone
Golden Hill Rd, north of Highway 46
City of Paso Robles



SITE STATISTICS - OVERVIEW

RECORD OWNER PASO 160, LLC
P.O. BOX 2352
PASO ROBLES, CA 93447

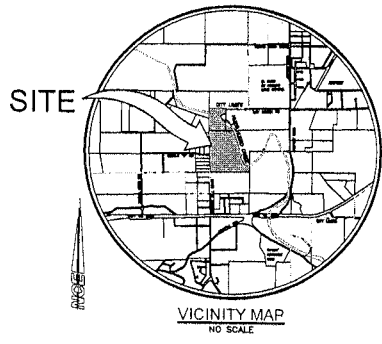
APPLICANT DOUG McCURDY & KEN MUNDÉE
P.O. BOX 2352
PASO ROBLES, CA 93447

ENGINEER NORTH COAST ENGINEERING, INC.
725 CRESTON RD., STE. B
PASO ROBLES, CA 93446
CHRISTY GABLER
R.C.E. 54621
EXP. 6/30/09

EXISTING PARCELS	1	2	3
EXISTING APN	025-435-005	025-435-006	025-435-007
EXISTING AREA (AC)	36.9	73.9	44.6
EXISTING USE	VACANT/AG	VACANT/AG	VACANT/AG
EXISTING GENERAL PLAN	AG	AG	AG
EXISTING ZONING	RA-PO	RA-PO	RA-PO
PROPOSED PARCELS	1	2	3
PROPOSED AREA (AC)	56.8	214	214
PROPOSED USE	OS	RV RESORT	AG
PROPOSED GENERAL PLAN	AG	POS	AG
PROPOSED ZONING	AG	POS	AG
GOLDEN HILL RD RIGHT-OF-WAY (AC)	3.0	7.3	1.4
MOTORCOACH SPACES	332	-	-
OPEN SPACE AND RECREATION (AC)	56.8	25.7	-
AGRICULTURE (AC)	-	-	21.4

LEGEND

- GOLDEN HILL ROAD RIGHT-OF-WAY OFFER OF DEDICATION
- RESORT OPEN SPACE AREA
- RECREATION AREAS
- AGRICULTURAL ZONING DEDICATED TO THE CITY FOR OPEN SPACE USE
- AGRICULTURAL ZONING WITH AGRICULTURAL RESTRICTIVE USE EASEMENT



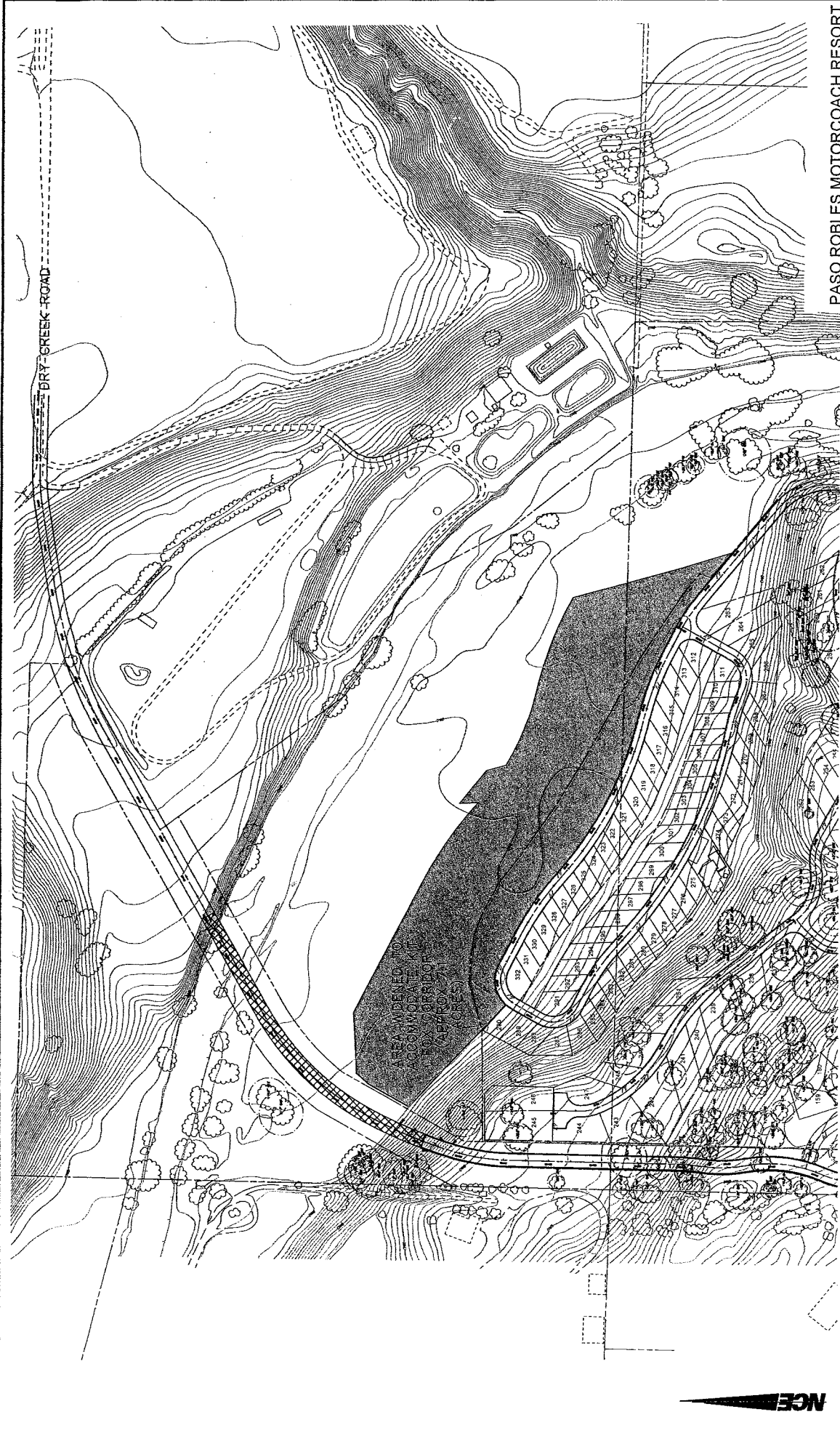
SHEET INDEX

1. COVER SHEET
2. TENTATIVE LOT LINE ADJUSTMENT
3. SITE PLAN WITH INDEX
4. PHASING PLAN
5. PRELIMINARY GRADING & DRAINAGE PLAN - NORTH
6. PRELIMINARY GRADING & DRAINAGE PLAN - MIDSECTION
7. PRELIMINARY GRADING & DRAINAGE PLAN - SOUTH
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.
- 16.
- 17.

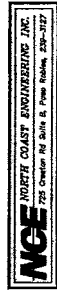
Exhibit A-2
Site Plan Layout
GPA 09-0C1, RZ 09-001, PD 08-001
CUP 08-001, & PRAL 07-0293
(PR Motorcoach)

PASO ROBLES MOTORCOACH RESORT
SITE LAYOUT PLAN





PASO ROBLES MOTORCOACH RESORT
CREEK FRONT MODIFICATION



0 100' 200' 400'
GOLDEN HILL ROAD

SCALE: 1"=200'

NORTH COAST ENGINEERING INC. copyright © 2008

Exhibit A-3
Creek Front Modification Map
GPA 09-001, RZ 09-001, PD 08-001
CUP 08-001, & PRAL 07-0293
(PR Motorcoach)

Air Quality Mitigation Measures:

APCD-1 Prior to any grading on the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption form must be filed with the District. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos (Air Toxics Control Measure) ACTM.

APCD-2 The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:

- a. Reduce the amount of the disturbed area where possible.
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
- c. All dirt stockpile areas should be sprayed daily as needed.
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities.
- e. Exposed ground areas that are to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible

APCD-3 Construction Permit Requirements:

If portable equipment, 50 horsepower or greater, are used during construction, a California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the Districts CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50hp or greater;
- IC Engines;
- Concrete batch plants;
- Rock and pavement crushing;

- Tub grinders; and
- Trommel screens.

APCD-4 Develop a comprehensive Construction Activity Management Plan designed to minimize the amount of large construction equipment operating during any given time period. The plan should be submitted to the District for review and approval prior to the start of construction. The plans should include but not be limited to the following elements:

- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

APCD-5 Standard NOx Control Measures for Construction Equipment

The standard construction equipment mitigation measures for reducing nitrogen oxide (NOx) emissions are listed below and in section 6.3.1 of the Air Quality Handbook. **These measures are applicable to all projects where construction equipment will be used:**

- Maintain all construction equipment in proper tune according to manufacturer's specifications.
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- Maximize to the extent feasible, the use of on-road heavy-duty equipment and trucks that meet the ARB's 1998 or newer certification standard for on-road heavy-duty diesel engines.
- All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit.

APCD 6 OPERATIONAL PHASE MITIGATION

Greenhouse Gas Impacts and Mitigation

While California successfully passed Assembly Bill 32, California's Global Solutions Act of 2006, little guidance was provided to lead agencies regarding how to address greenhouse gas (GHG) impacts in the CEQA process. In the 2007 California legislative session, Senate Bill 97 was passed and required that the California Office of Planning and Research, by July 1, 2009, prepare and develop guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. As guidelines are not currently available, the APCD suggests that projects subject to CEQA should quantify project related GHG emissions and identify feasible mitigation.

The APCD staff considered the operational impact of this proposed development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. This indicated that operational phase impacts of the greenhouse gas known as carbon dioxide (CO2) will be approximately 7,277 pounds per day in the summer and 6,906 pounds per day in the winter. **While statewide/global thresholds have not yet been defined for GHG impacts, SLO County APCD recommends the implementation of feasible mitigation measures that minimize project related GHG impacts.** Examples of potential measures for this development include:

- Developments within Urban Reserve Lines with walking or bicycling access to nearby commercial and transit services thus reducing automobile dependence;
- Install on-site solar power infrastructure to offset grid-based power consumption;
- Provide low-speed neighborhood electric vehicles (NEVs) and charging stations for internal use by resort patrons;
- Include pedestrian amenities that provide improved connectivity to existing amenities;

- Securing shuttle services;
- Green building techniques such as:
 - Installing outdoor electrical outlets to encourage the use of electric appliances and tools;
 - Planting of native, drought resistant landscaping;
 - Use of locally or nearby produced building materials; and,
 - Use of renewable or reclaimed building materials.

Other measures suitable for GHG as well as ozone precursor mitigation are listed below in this comment letter.

Operational Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present at the site. Operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Portable generators and equipment with engines that 50 hp or greater;
- Electric generation plants or the use of standby generator; and
- Cogeneration facilities.

Traffic Impact Mitigation Measures:

- T-1.** The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.
- T-2.** Golden Hill Road shall be constructed in general conformance to the preliminary plans, plans approved by the City Engineer, and in accordance with the phasing plan proposed.

Biological Resources Mitigation Measures

- BR-30. Avoidance and protection of vernal pools on the property.** Vernal pools shall be avoided and protected where possible. If listed fairy shrimp species are found in vernal pools on the property, the vernal pools shall be avoided and a 50-foot setback distance shall be observed for all activities. If rare species are not found and vernal pools cannot be avoided, a vernal pool mitigation plan shall be prepared by a qualified biologist that specifies creation of vernal pool habitat in kind at a one to one ratio within open space areas on the property.
- BR-31. Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources located on and near the property. Signs shall be placed on at least two sides of all vernal pools or vernal pool complexes that remain within the project open space areas. The signs shall provide general information about vernal pools in the Paso Robles region, including potential rare species that could be present.
- BR-32.** Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (dbh) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.
- BR-33.** An oak tree protection plan shall be prepared and approved by the City of Paso Robles.
- BR-34.** Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and trunk damage.
- BR-35.** Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.

- BR-36.** Replacement oaks for removed trees must be equivalent to 25% of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches dbh (30 total diameter inches), would be 7.5 inches (30" removed x 0.25 replacement factor). This requirement could be satisfied by planting five 1.5 inch trees, or three 2.5 inch trees, or any other combination totaling 7.5 inches. A minimum of two 24 inch box, 1.5 inch trees shall be required for each oak tree removed.
- BR-37.** Replacement trees should be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least 7 years. Replacement trees shall be of local origin, and of the same species as was impacted or removed.
- BR-38. Within one week of ground disturbance or tree removal/trimming activities,** if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect trees and grasslands shall not be conducted during the breeding season from March 15 to August 15. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of habitat disturbance. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. Construction activities shall observe a 300-foot buffer for occupied raptor nests. A 500-foot buffer shall be observed from occupied nests of all special status species (refer to BR-12 and BR-13). A pre-construction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements.
- BR-39.** To prevent disturbance to nesting eagles, if construction is planned between January 30th and August 15th, a pre-construction survey should be conducted to determine if eagles are present. If eagles are not present after March 15th, work could commence. If eagles are present on the nest, work within 500 feet of the occupied nest should be delayed until after either adult eagles have left the nest, or eagle chicks have fledged and are no longer dependant on the nest as determined by a qualified biologist. At the commencement of work, a qualified biologist should monitor the eagles. If commencement of construction disturbs the eagles, the qualified monitor would be authorized to stop construction activity within range of the nest that causes disturbance to the eagles. Work within that area could commence once the eagle chicks have fledged and are no longer dependant on the nest.
- BR-40. If the project design cannot avoid shining navarretia on the property,** a mitigation and monitoring plan shall be developed by the project biologist to replace lost navarretia habitat at a 1:1 ratio on-site. The mitigation plan will provide details on appropriate mitigation sites, seed collection and distribution methods, and maintenance and monitoring requirements.
- BR-41. Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources located on and near the property. Signage shall be placed on all sides of the rare plant occurrence, and shall have specific information about the plant and its ecology, including photographs.
- BR-42. All occupied nests shall be mapped using GPS or survey equipment.** The mapped locations shall be placed on a copy of the grading plans with a 500-foot buffer indicated. Work shall not be allowed within the 500 foot buffer while the nest is in use by eagles. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.
- BR-43. Occupied nests of special status bird species that are within 500 feet of project work areas** shall be monitored bi-monthly through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependant on the nest, work can commence.
- BR-44. Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources located on and near the property. If the golden eagle nest continues to be occupied seasonally at the time the Resort opens to the public, signs shall be placed on the hilltop to exclude entry within approximately 300 feet of the eagle nest.

BR-45. Prior to removal of any trees over 20 inches dbh, a survey shall be conducted by a qualified biologist to determine if any of the trees proposed for removal or trimming harbor sensitive bat species or maternal bat colonies. Maternal bat colonies may not be disturbed.

BR-46. The following supplemental measures for kit fox protection are from the December 17, 2008 letter from Dan Meade of Althouse and Meade, Inc. The following measures when employed on the site, would reduce potential impacts to the San Joaquin Kit Fox. The consideration of these additional measures and the substantial widening of the proposed open space corridor, adjustment of the offsite mitigation requirements may be appropriate. The reduction of the mitigation ratio for kit fox payments from four to one to three to one can be made with review and approval by the Department of Fish and Game.

1. Kit fox friendly fencing shall be incorporated into all fences on the property. For chain link, wildlife, no-climb, or other wire fences with openings, at ground level less than eight inches square, kit fox passages shall be made in the fences every 100 yards. Passages shall be created by cutting wire and placing spreader bars to form a smooth 8-inch wide by 12-inch high, or as specified by the Endangered Species Recovery Program. In solid walls, an 8-inch diameter concrete pipe shall be placed at ground level in the wall every 100 yards.
2. Four SJKF escape dens and a chambered den shall be constructed as per guidelines provided in the Endangered Species Recovery Program. The precise location of each den shall be designated in the field by a qualified kit fox biologist.
3. BR-31. All pets on the property shall be kept on a leash at all times. Owners shall be required to clean up after their pets. Resort maintenance personnel shall conduct daily clean up on the property to remove pet waste.
4. BR 32. Lighting shall be shielded to prevent direct lighting of the riparian corridor. All lighting shall be directed down and shall be low intensity.
5. BR 33. Use of poisons including rodenticides on the property should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe labels and other restrictions, mandated by the U.S. Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent poison must be utilized, zinc phosphate should be used because of proven lower risk to kit fox. (U.S. Fish and Wildlife Service, 1999).
6. Quiet hours shall be observed after 10 pm every night to reduce disturbance. Generators will not be permitted to run at the resort at any time.
7. Speed limits. To avoid accidental injury to animals on the property a speed limit of 10 miles per hour shall be enforced on the property for all vehicles. Speed limits shall be posted at the entrance gate and throughout roadways on the property.
8. To enhance habitat for use by kit fox vegetation management shall be conducted on neighborhood properties, including the City sewer facility on the north bank of the Heur Heuro Creek adjacent to the Paso Robles Motorcoach Resort property. Work shall consist of removal of overgrown vegetation and removal of barrier fence when appropriate.
9. Neighborhood fencing improvements shall be conducted where fencing is a barrier to kit fox movement on properties adjacent to the Paso Robles Motorcoach property. Improvements will consist of either replacement of fences with kit fox friendly fencing, or creation of kit fox passages in existing fences every 100 yards where feasible.

BR-47. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the County of San Luis Obispo, Department of Planning and Building, Environmental and Resource Management Division (County) (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:

- a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of **219.3 (73.1 disturbed area x3)** acres of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the County.

This mitigation alternative (a.) requires that all aspects of this program must be in place before County permit issuance or initiation of any ground disturbing activities.

- c. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to “The Nature Conservancy”, would total **\$548,250**. This fee is calculated based on the current cost-per-unit of \$2500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the Department provides written notification about your mitigation options but prior to County permit issuance and initiation of any ground disturbing activities.

- c. Purchase **219.3** credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total **\$548,250**. This fee is calculated based on the current cost-per-credit of \$2500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of credits must be completed prior to County permit issuance and initiation of any ground disturbing activities.

BR-48. Prior to issuance of grading and/or construction permits, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following monitoring activities:

- v. **Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction**, the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.
- vi. **The qualified biologist shall conduct weekly site visits during site-disturbance activities** (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures BR-19 through BR-26. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist

recommends monitoring for some other reason (see BR-19iii). When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.

- vii. **Prior to or during project activities**, if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFG for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, **before project activities commence**, the applicant must consult with the USFWS. The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

viii. **In addition**, the qualified biologist shall implement the following measures:

4. **Within 30 days prior to initiation of site disturbance and/or construction**, fenced exclusion zones shall be established around all known and potential kit fox dens. Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
 - Potential kit fox den: 50 feet
 - Known or active kit fox den: 100 feet
 - Kit fox pupping den: 150 feet
5. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
6. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.

Monitoring: Required prior to issuance of a grading and/or construction permit. Compliance will be verified by the City Planning Division.

BR-49. Prior to issuance of grading and/or construction permits, the applicant shall clearly delineate the following as a note on the project plans: *“Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox”*. Speed limit signs shall be installed on the project site **within 30 days prior to initiation of site disturbance and/or construction**.

BR-50. During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the City, during which additional kit fox mitigation measures may be required.

BR-51. Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox’s life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and

distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.

- BR-52. During the site-disturbance and/or construction phase,** to prevent entrapment of the San Joaquin kit fox, all excavations, steep-walled holes and trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.
- BR-53. During the site-disturbance and/or construction phase,** any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved. If necessary, the pipe may be moved only once to remove it from the path of activity, until the kit fox has escaped.
- BR-54. During the site-disturbance and/or construction phase,** all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of only in closed containers. These containers shall be regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.
- BR-55. Prior to, during and after the site-disturbance and/or construction phase,** use of pesticides or herbicides shall be in compliance with all local, State and Federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.
- BR-56. During the site-disturbance and/or construction phase,** any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFG by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFG for care, analysis, or disposition.
- BR-57. Prior to final inspection, or occupancy, whichever comes first,** should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:
- iv. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.
 - v. If a more solid wire mesh fence is used, 8" x 12" openings near the ground shall be provided every 100 yards
 - vi. Upon fence installation, the applicant shall notify the City to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines

Monitoring (San Joaquin Kit Fox Measures BR-18 to BR-26): Compliance will be verified by the City of Paso Robles, Planning Division in consultation with the California Department of Fish and Game. As applicable, each of these measures shall be included on construction plans.

BR-58. A pre-construction survey shall be conducted within thirty days of beginning work on the project to identify if badgers are using the site. The results of the survey shall be sent to the project manager, CDFG, and the City of Paso Robles.

If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire property, and shall examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope shall be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February and July. Between July 1 and February 1 all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are inactive and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the property during the pre-construction survey, the CDFG wildlife biologist for the area shall be contacted to review current allowable management practices.

Hazard Mitigation Measures

H-1 – Airport and Aircraft Safety: *Development of any new land use on the project site shall not create an undue public safety risk from overflight of aircraft. The eastern portion of project site is in Airport Safety Zone 3 for turning and sideline zones and the western portion is Safety Zone 4 for outer approach and departure zones. All development plan, proposed use, or subdivision on the project site is subject to the nonresidential land use densities and open space requirements as provided in Chapter 4 of the Paso Robles ALUP which are excerpted below (Table 5, ALUP, 2007).*

<i>Handley Property Airport Safety Areas</i>	<i>Maximum Land Use Density (persons/acre)</i>	<i>Maximum Single Acre Land Use Density (persons/acre)</i>	<i>Maximum Percent Open Space (% gross area)</i>
<i>Safety Zone 3</i>	<i>60</i>	<i>120</i>	<i>25²</i>
<i>Safety Zone 4</i>	<i>40</i>	<i>120</i>	<i>20²</i>

¹ *No structures, congregations of equipment or vehicles, or public venues shall be located within 250 feet of any extended runway centerline and within 6000 feet of the corresponding runway end.*

² *When feasible, development should be planned in a manner that maintains maximum open space within 50 feet of any extended runway centerline.*

H-2 - Airspace Protection: *No object or structure may be erected, and no plant allowed to grow, to penetrate any “imaginary surface” as defined in Federal Aviation Regulations Part 77. Any proposed feature approaching these surfaces will be referred to the airport manager for review and recommendation. Building within the height limits of this specific plan will not approach the FAA imaginary surfaces.*

H-3 - Operations Interference: *No use shall be established which produces visually significant quantities of smoke.*

H-4 - Bird Attractants: *No use shall be established and no activity conducted which attracts birds to the extent of creating a significant hazard of bird strikes. Examples are outdoor storage or disposal of food or*

grain, or large, artificial water features. This provision is not intended to prevent enhancement or protection of existing wetlands, the mitigation of impacts to wetlands or construction of required detention basins.

H-5 Avigation Easements: *At the time of subdivision development, avigation easements shall be recorded for each affected parcel in a form approved by the County of San Luis Obispo Airport Land Use Commission.*

H-6 Real Estate Disclosure: *All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area. The format of the disclosure shall be approved by the County of San Luis Obispo Airport Land Use Commission.*

Cultural Resources Mitigation Measures

CR-1: Prior to issuance of development permits, the applicant shall retain a qualified historic archaeologist to monitor initial grubbing and grading on the site and to develop a recovery program if necessary. The monitor shall have the authority to stop work in the event potentially significant cultural resources are discovered.

CR-2: In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:

- c. Construction activities shall cease, and the Community Development Director shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
- d. In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Community Development Director so that proper disposition may be accomplished.